

## REMARKS

### Amendment to Specification

1. The Applicants have amended page 17, line 1 to change ~~Annular length~~ to An included angle in order to more accurately describe the element labelled "A" between edges 578 and 579 of annular opening 544. No new matter has been added and the change in description is consistent with the rest of the now amended sentence "An included angle "A" between edges 578 and 579 of annular opening 544 is configured to allow interaction between crank case chamber 561 and valve train chamber 563 for a fraction of the 360 degrees described by crank web 530."

### Claim Objections

2. The Examiner's Objection to Claim 1 because of an informality has been studied and the Applicants have amended Claim 1 to correct the inconsistencies observed by the Examiner. Claim 1 now consistently reads that the intake valve is actuated by the first cam follower and that the exhaust valve is actuated by the second cam follower. The Applicants respectfully submit that the amendments and remarks above overcome the Examiner's objections to Claim 1.

### Claim Rejections - 35 USC §103(a)

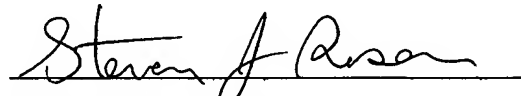
3. The Examiner's rejection of Claim 1, under 35 U.S.C. 103(a), as being unpatentable over Fujikawa et al. (4,748,945), has been studied and the Applicants respectfully submit that the cited prior art fails to disclose an element of Claim 1. Fujikawa fails to disclose a crank web in which the base circle channel, cam channel, and channel crossover are all circumferentially cut. The Examiner refers to numerals 10 and 11 as grooves cut into crank webs. However, Fujikawa clearly does not describe them as crank webs but rather as left and right hand portions of a crank shaft (column 2, lines 32-35). The drawings of the present Application clearly show that a crank web 130 is attached to a crank shaft 160 of the engine as is well known and understood by one of ordinary skill in the

art. Claim 1 has been amended to more clearly point this out.

The Examiner states that Fujikawa discloses the claimed invention except for integrating the cam follower channel assembly of the intake and exhaust. However, the Applicants have clearly shown this is not true. The Examiner further states that "It would have been obvious to one having ordinary skill in the art at the time the invention was made to integrate the cam follower channel assembly depending upon the engine, since it has been held that constructing a formerly various elements into integral structure involves only routine skill in the art." The glaringly obvious mistake with this conclusion is that Fujikawa fails to disclose a crank web that is significantly wider than the width of the crank shaft, thus, allowing room for both the first and second cam follower assemblies to be slideably engaged to the single cam channel.

Therefore, the Applicants respectfully submit that the amendment and remarks above overcome the Examiner's rejection of Claim 1, under 35 U.S.C. 103(a), as being unpatentable over Fujikawa et al. (4,748,945) and that Claim 1 is in condition for allowance and that amended Claim 1 and newly added Claims 2-30 be allowed and passed on to issue.

Respectfully submitted,



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